



NOAA P-3 N42RF Calibration Flt. #1

Flight ID: 050928H

Sensor or system

Number or Name

INE.....	1
Accelerometer.....	1
Temperature Probe.....	1
Dew Point Probe.....	2
Altimeter (for vertical wind).....	RA-159
Static Pressure.....	Rosemount (fuselage)
Dynamic Pressure.....	Rosemount (fuselage)
Time Source.....	Micro 99

Local Met. Data: Not copied at takeoff

Take off: 1521Z

Land: 1925Z

The RA-232 was substituted for the RA-159 during take off and landing due to spiking (T.O. 151801-152429; 191632-192800 Land).

The fuselage differential attack pressure (pdaf) had a spike that was removed and patched (164337-164342).

All other instruments functioned normally during the flight.

There were no data gaps noted.

There were times during heavy precipitation events (e.g. eye wall penetrations) when the dew point exceeded ambient temperature yielding a RH of greater than 100%. This is probably due to a wet bulb effect on the total temperature probe and/or the dew pointer over heating while trying to remove excess moisture. In these instances, no corrections were attempted.

SPECIAL NOTE: These data have not had Dr. Dave Jorgensen's vertical wind algorithm applied to them. Only the Aircraft Operations Center standard vertical wind algorithm has been applied. A new post-flight data processing algorithm was employed which currently lacks the Jorgensen method. The data can and will be rerun if required by the investigator.

	Take off	Land
Aircraft Static Pressure	1015.3 mb	1012.4 mb
Corrected Tower Pressure	1015.6 mb	1012.5 mb

Flight Director: Tom Shepherd
813-828-3310 x3053

U.S. Dep't. of Commerce / NMAO / NOAA / Aircraft Operations Center

FLT ID: 050928H	From: KMCF	To: KMCF
Flt No: 05-	In: 1934Z	On: 1925Z
ETD: 1530 Z	Out: 1509	Off: 1521
ETE: 5+00	Blk Time: 4+25 4.4 Hrs	Flt Time: 4+04 4.1 Hrs
Sponsoring Org: NOAA/NESDIS	Program: HURR05	Purpose: CAL F.T

AOC Flight Crew

Aircraft Commander: KENNEDY, P	Data System: M ^C M. HAW, S -
Co-Pilot: SILAH, M +	AVAPS:
Navigator: BRABO, D	System Engineer: KERR, B -
Flight Eng: WADE, S X	AA:
Flight Director: SHEPHERD ✓	AA:
Avionics: OLNEY, B +	Crew Chief:

Participating Scientists / Visitors

Name (Last, First)	Activity on Aircraft	Affiliation
CHANG, P ✓	PI	NESDIS
ESTEBAN, D ✓	IWRAP	
JALANEK, Z ✓	↓	↓
CHU, TAO ✓		
ASUZI, P ✓		
MAVOR, T ✓		

Remarks (Storm Name, Mission ID, Recco Times, Fix Times) Recco Times Fix # Fix Time

Storm Name: 1536 BAL DP1

Mission ID: H0002 WYUWA TRAIN

28
9431

(See reverse for additional remarks)

U.S. DEP'T OF COMMERCE / NMAO / NOAA / AIRCRAFT OPERATIONS CENTER

FLT ID: 050928H TIME OFF: 1521 Z TIME ON: 1925 Z

A/C - Takeoff

WX Station - Takeoff

A/C - Land

WX Station - Land

Pressure

1015.3

29.99

1012.4

29.94

ATIS - Takeoff

ATIS - Land

Data Source

Number

Data Disposition / Date / Quality

Flight Level Tapes

2

Radar Tapes

0

Cloud Physics Tapes /
Cds

0

Video ~~Tapes~~ DVDs

4

Dropsondes

2

Good: 2

Bad:

Total:

AXBT

5

1 BAD

AXCP

AXCTD

SONOBUOY

REMARKS:

MISSION LOG	PAGE <u>1</u> OF <u>1</u>
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The image shows two circular graphs on a grid background. The top graph is a circle with degree markings every 30 degrees, from 0 to 360. The bottom graph is identical but contains handwritten numbers: '8' at the 90-degree mark, '4' at the 180-degree mark, '3' at the 270-degree mark, '7' at the 360-degree mark, and '6' at the 0-degree mark.

POSITION REPORT

- 1. POSITION**
- 2. TIME**
- 3. ALTITUDE**
- 4. NEXT POSITION**
- 5. ETA**
- 6. NEXT POSITION**

EMERGENCY MESSAGE

TRANSMIT THE FOLLOWING MESSAGE TO ANY AGENCY ON THE AIR-GROUND FREQUENCY IN USE. IF UNABLE TO ESTABLISH COMMS, ATTEMPT CONTACT ON ANY OF THE FOLLOWING EMERGENCY FREQUENCIES:

UHF/VOICE	VHF/VOICE	MF/VOICE	HF/CW	MF/CW
243.0	121.5	2182 KHZ	8364 KHZ	500 KHZ

MAYDAY, MAYDAY, MAYDAY

THIS IS NOAA _____, NOAA _____, NOAA _____.

- POSITION _____ N/S _____
_____ E/W AT _____ Z _____

- HEADING _____ TRUE/MAG _____

- AT _____ KTS TRUE/INDICATED

- FLIGHT LEVEL OR ALTITUDE _____
- WE ARE A P-3 AIRCRAFT WITH 141 SOULS ON BOARD

- NATURE OF EMERGENCY

- ASSISTANCE DESIRÉE
PUOT INTENTIONS

- PILOT INTENTIONS
- WE HAVE
ENDURANCE REMAINING

[illegible]

135.25	290.9	315.0	351.3
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1934
1509

47th

44

050928H

Time	Lat	Lon	TA	TD	Trk	Hdg	RA	PS	SP	WD	WS	WZ	Comments
150903	27.50.94	-82.29.58	29.9	9.1	142.3	134.8	-3.0	1015.3	1014.9	128.0	3.3	-2	Block out
152121	27.50.76	-82.31.50	28.3	13.0	40.8	41.5	-5.0	1015.7	1015.2	128.4	3.3	1.5	Take off
154806	27.59.64	-83.48.84	14.0	3.1	270.8	268.1	1996.0	807.2	1017.1	185.0	5.9	-0	Abt 10 min frm IP
155155	27.59.82	-84.3.54	22.8	15.7	270.1	266.7	532.0	955.0	1014.7	147.5	7.9	-5	Descend 1000 RA
155700	27.59.82	-84.24.48	25.3	12.8	271.0	268.8	293.0	981.3	1014.4	142.4	7.4	-4	1000 RA
155917	28.3.42	-84.31.02	25.4	6.5	1.0	3.2	293.0	981.3	1014.5	157.3	7.6	-1	1000 RA leg 1 inbound buoy
160103	28.10.08	-84.30.96	25.4	2.0	360.0	1.9	292.0	981.4	1014.5	161.9	7.4	-9	Begin leg 1 20 mi from buoy
160607	28.29.64	-84.31.02	25.5	-8.1	358.3	.6	292.0	981.4	1014.6	154.5	8.5	-1	Mark buoy
161128	28.50.40	-84.31.02	25.5	-18.8	359.7	1.8	297.0	981.1	1014.8	162.6	9.3	-5	End leg 1; 90/270 climb to 2500 RA
161431	28.54.12	-84.31.32	21.4	-115.	177.0	176.8	739.0	933.0	1015.8	162.6	6.1	-0	2500 RA; inbound to buoy; begin leg 2
162124	28.30.18	-84.30.96	21.5	-3.0	180.8	179.9	743.0	932.8	1015.7	153.7	6.5	-0	Mark buoy; 2500 RA
162716	28.9.36	-84.30.96	21.4	1.2	181.2	181.1	749.0	932.3	1015.9	171.3	6.0	-2	End leg 2; 90R/270; climb 5000 RA
163103	28.9.54	-84.31.08	16.7	.2	.5	1.3	1509.0	854.6	1017.3	177.8	7.0	-1	Begin leg 3, 5000 RA
163601	28.29.88	-84.31.02	16.7	6.5	.5	1.1	1513.0	854.1	1016.9	180.1	6.3	-3	Mark buoy D1
164112	28.51.18	-84.31.08	17.1	5.3	359.4	.5	1516.0	854.1	1017.0	168.9	6.4	-0	End leg 3; 90L270, climb 7500 RA
164542	28.50.22	-84.30.96	13.1	1.0	179.8	180.5	2273.0	781.3	1016.7	177.8	4.4	-5	Begin leg 4 inbound, 7500 RA
165055	28.30.06	-84.31.02	13.2	-5	178.8	179.2	2271.0	781.3	1016.4	170.6	3.5	-3	Mark buoy, 7500 RA
165615	28.9.66	-84.31.02	12.5	3.6	179.1	180.3	2272.0	781.2	1016.8	202.6	3.3	-1	End leg 4; climb 10k RA, 90R270
170112	28.14.04	-84.31.02	9.0	-5.9	-2	.9	3038.0	713.2	1016.5	180.1	3.9	-1	10k RA, inbound leg 5 14 mi out
170451	28.29.76	-84.31.02	9.1	-6.1	359.6	1.0	3037.0	713.2	1016.4	159.9	4.7	-2	Mark buoy leg 5
170930	28.49.86	-84.30.96	9.0	-3.6	.1	1.4	3036.0	713.2	1016.2	164.3	5.0	-1	End leg 5; descend 5k; bgn depress.
171542	28.50.70	-84.30.96	17.2	3.9	180.0	179.8	1522.0	853.2	1016.6	162.0	5.0	-3	Begin N->S leg of fig4 #1
172117	28.30.06	-84.30.90	17.0	-5.2	179.5	179.3	1521.0	853.2	1016.9	156.9	4.6	-2	Mark buoy
172644	28.10.08	-84.31.02	16.8	-1	181.7	181.5	1521.0	853.0	1016.7	164.5	6.0	-1	End leg BT 1 S of buoy; trk 045 to setup for E->W leg
172846	28.9.78	-84.25.62	16.9	-1.0	45.5	48.1	1519.0	853.2	1016.7	180.2	5.6	-1	SST 27.9
173527	28.28.32	-84.4.08	17.1	-26.9	24.0	24.7	1525.0	853.0	1017.4	183.9	6.3	-1	Turn to trk 270
173656	28.30.96	-84.8.34	17.1	-50.5	269.0	266.4	1521.0	853.1	1017.1	161.9	7.0	-0	BT 2 E of buoy; Begin E->W leg first fig 4 5k RA
173924	28.30.60	-84.19.14	17.2	-36.7	267.7	265.7	1520.0	853.1	1017.0	164.1	5.6	-4	SST 27.7
174205	28.30.18	-84.30.90	16.7	-54.3	267.5	265.1	1520.0	853.1	1017.3	169.7	6.2	-4	Mark buoy
174717	28.30.00	-84.53.82	16.7	-54.2	269.2	267.6	1517.0	853.3	1017.1	180.8	4.9	-2	BT3 W of buoy; begin recip W->E leg first fig 4
175120	28.30.36	-84.53.76	16.7	-67.5	98.7	101.8	1518.0	853.1	1017.0	202.4	4.8	-0	Last BT (W of buoy) NO GOOD
175519	28.30.00	-84.36.72	17.0	-33.3	90.1	93.4	1519.0	853.2	1017.0	190.6	5.7	-4	End W->E recip leg of first fig4
175636	28.30.06	-84.31.14	16.7	-31.4	89.7	93.1	1518.0	853.3	1017.2	193.6	6.0	-4	Begin E->W leg of 2nd fig4
180209	28.30.06	-84.6.96	17.3	-24.8	84.0	85.7	1525.0	853.0	1017.3	195.8	4.5	-1	Mark buoy
180549	28.30.06	-84.6.78	16.8	-27.5	264.4	262.7	1524.0	853.0	1017.4	167.5	5.3	-0	End W->E recip leg of first fig4
181123	28.30.06	-84.30.90	17.1	-54.5	268.9	266.6	1518.0	853.2	1016.9	168.7	6.2	-1	Mark buoy
181632	28.30.06	-84.53.34	17.4	-101.	268.8	266.5	1516.0	853.2	1016.5	167.4	5.8	-1	BT4 W of buoy; end leg 1 E-> W leg 2nd fig4; turn to trk 135
181818	28.26.16	-84.54.66	16.8	-64.5	134.2	136.8	1519.0	852.9	1016.8	194.8	4.8	-2	SST 27.7
182945	28.23.28	-84.31.02	16.8	-52.1	.1	.9	1520.0	852.9	1017.0	176.3	7.0	-1	Executing S-> N leg of 2nd fig4; abt 4.5 mi from buoy inbound
183122	28.29.88	-84.31.02	17.0	-52.5	360.0	.8	1519.0	853.0	1016.8	175.8	6.5	-1	Mark buoy
183617	28.50.04	-84.30.90	17.4	-78.3	359.4	.9	1517.0	853.3	1016.7	164.4	6.7	-1	End S-> N leg 2nd fig4; 90R270L to set up for final N->S leg
184038	28.50.16	-84.30.96	17.4	-62.1	181.3	180.6	1516.0	853.2	1016.6	144.8	4.6	-2	BT5 N of buoy, begin N->S leg of 2nd fig4
184324	28.40.08	-84.30.96	17.0	-57.6	180.9	181.2	1517.0	853.2	1016.8	170.5	4.8	-4	SST 27.7
184608	28.30.00	-84.30.96	17.2	-57.4	180.0	179.9	1518.0	852.9	1016.5	163.6	5.5	-2	Mark buoy D2 Extrapol 1016.5mb, sonde ~1013.3mb (17.7 meters abv sfc)
185149	28.9.12	-84.30.96	17.1	-54.9	181.2	181.4	1514.0	853.2	1016.4	177.3	5.8	-4	End last leg; RTB
192526	27.50.64	-82.31.62	30.6	-129.	41.2	38.8	-7.0	1014.2	1013.4	215.9	8.8	-1	Land
193414	27.51.00	-82.29.58	30.2	-44.4	146.5	135.1	4.0	1012.9	1013.4	297.0	1.7	-1	Block in

NOAA · AOC · SED

N42RF AVAPS DROP LOG

Take Off :

Mission :

INWRAP CALIBRATION

Flight ID: 250928H

Landing :

[illegible]

Charge to NESDIS